exemplifying his system, was launched in triumph, and sailed forth with a committee of engineers and naval men on board, and touched at Portsmouth and Southampton in her successful course. *Sic vos non vobis.* But, meanwhile, THE BUILDER, ever ready to open its columns to all subjects bearing a character of general utility, raised its voice to demand the enlargement of *one of the martyrs to invention*, and to promote a subscription in favour of the unfortunate prisoner; and this number having been forwarded by me to M. Aiphonse Karr, one of the most zealous patrons of the unhappy Sauvage, it found its way into the hands of the *Ministre du Commerce et des Travaux Publics*, whom, according to the above quoted proverb, it seems to have touched in favour of the poor prisoner far more than any native remonstrances had been able to do. Honour therefore where honour is due! By the publicity you kindly afforded my letter, you have been the real promoter of the tardy reward the French government has conferred on poor Sauvage, who is now no longer a prisoner, and has just been granted a pension of 2,400fr. (96*l.*) per annum. This clever man is likewise the inventor of the *Physionotype*, and the *Machine à réduire*.

Thinking your readers would feel an interest in learning the result of an appeal which THE BUILDER alone, of all the various newspapers addressed on the subject, had the good feeling to bring before the public, I took the liberty of troubling you with this letter, which I should be happy to see inserted in your pages, were it only as a piece of justice to yourself. Your obliged

LE CHEVALIER DE CHATELAIN.

December 12, 1843.

NEW STYLE OF ARCHITECTURE.

SIR,—A few days ago in the course of conversation, the subject of architecture was introduced, and a lady who was present wondered much that there was no encouragement held out to the professors of the art, to prompt them to set their wits to work and produce a *new style of architecture*. My reply was, that I believe there is an award of 1,000*l.* offered by the King of the French to any one who would produce a different style, laid down upon strict rules. I may have been misinformed; perhaps you could set me right on this point. Yours,

December 11, 1843. CLERICUS.

[We are not aware of any thing of the kind referred to by our reverend correspondent, but print his inquiry, to elicit a better answer, if such there be. It would occupy us at some length to remark on a subject so fertile as that involved in the invention of a new style. A reward of 1,000*l.* for such a thing sounds to us like a reward for the discovery of a new age, for styles are things of slow birth and growth; like ages and empires, they do not flash out like meteors, or they would pass away as such. It would be apt enough, however, in Louis Philippe to bid after this fashion, of whom it is reported that he imprisoned a son of the muses in the Chateau d'Eu until he should be delivered of a poem, commemorative of our gracious Queen's visit to France. Spinning poems and styles, or weaving them, would be in keeping with the manufacturing spirit of the times.—ED.]

ON STOVE WARMING OF CHURCHES, &c.

At this season of the year, almost unexampled for mildness in this variable climate, should a sudden change occur to extreme cold, the effect of what is called heterogeneous attraction would be most powerful and dangerous, and likely to involve the damage, not to say destruction, of many valuable structures.

You can easily imagine a large building filled with cold atmospheric air, the walls, and all the interior almost at freezing point; the person superintending the furnace is ordered to produce by a certain time a certain degree of temperature. Take, for example, the warming of a church on Sundays; a large fire is kindled as quickly as possible, to supply the quantum of heat by ten o'clock in the forenoon, the furnace is forced with as much coal as it can contain, regardless of the consequences, and, ignorant of the attractive principle, the flues are heated to a degree which would baffle mathematical calculation.

A few years since, the church of St. Mary-at-Hill, Thames-street, was fired in this way, *but, providentially*, only partially damaged. On examining the flues, which were constructed with fire-stone 6 inches thick, I discovered, at the distance of 50 feet from the furnace, fissures and broken parts, through which the flame had escaped, set on fire the boarded floor and pewing, and had extended to the galleries. I have reason to believe the Royal Exchange, the Tower, and many other buildings, have been destroyed by the operation of this kind of action.

With a view to prevent a repetition of these calamities, I would suggest that a superior be appointed over the subordinate, that the furnace be supplied gradually with fuel, as it will be generally found a gentle fire will answer all purposes, only a little more time is required. Coke, instead of coal, to be used, as there is but little flame produced thereby.

If these few hints are worthy a nook in your valuable and widely-circulated publication, they may not be unacceptable, on the principle that prevention is better than cure. Yours obediently,

Dock-Head, Bermondsey. THOMAS SMITH.

SKEW ARCH.

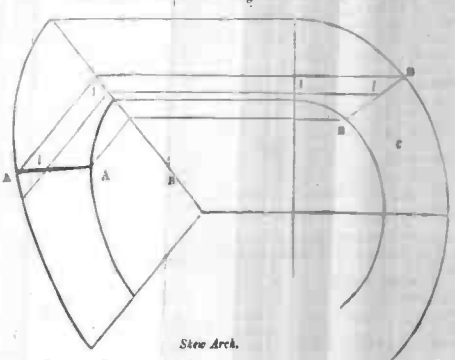
TO THE EDITOR OF THE BUILDER.

SIR,—The understanding of your correspondent "L." of last Saturday, is either obtuse or he is a quiz,—I should say the latter is the case; however, whichever of my conjectures be right, or whether both of them are wrong, I send a diagram to endeavour to explain what he asks. He will find that the curve of joint is so slight, that for practical purposes a straight line will do as well. I would remind "L." that he is rather overleaping the mark when he mentions any of the three skew arches; if he will refer to page 413 of THE BUILDER, he will find that the beds of the arch there illustrated are parallel to the springing line, and consequently do not twist. Trusting this will tend to the edification of "L.,"

I remain yours truly,

ONE OF THE UNWASHED.

Demonstration.—From the two extremes of joint A A let fall perpendiculars to face on chord line of arch B, and from thence to base on right section of cylinder C, draw the line D D; divide it into any number of parts, and carry them up to line B, and from thence to elevation set up the corresponding distances as III, and a line traced round the extreme points of those distances will give the curve required. Or supposing the arch to consist of a number of brick rims, take the extremes of joint (supposing the bricks not to break joint over each other), then take off the top rim, find the extremes of the remaining, take off another, and find that; and so on to the end, and the curve is given. It will be seen that I have divided D D into but two parts, that there might not be a confusion of lines.



Skew Arch.

Miscellanea.

NEW ROYAL TERRACE PIER, GRAVESEND.—A meeting of the commissioners appointed under the act 5th and 6th Victoria, sec. 42, for the improvement of the town of Gravesend and its district, was held at the above place, for the purpose of receiving and considering reports relative to the erection and progress of the works of the proposed Royal Terrace Pier. It appeared that the works had been in progress since April last, from plans drawn in accordance with designs approved by the Lords of the Admiralty and the Court of Conservancy of the river Thames, under the superintendence of Mr. J. B. Redman, the engineer, so as to furnish a continuous water-way throughout. The pier, which is to be formed of cast-iron, with approaches and a carriage-way from the Terrace Gardens, is to be 240 feet long, including office and entrance, by 30 feet wide, the whole to project 190 feet into the river, from the line laid down by Mr. Walker, the government engineer, and Capt. Bullock, in their report on the Thames embankment to the Lords of the Admiralty. The platform is to be supported by twenty-two cast-iron columns of the Doric order, covered by a light iron roof on ornamental pilasters, surmounted by a clock with bell turrets; and next the river by a beacon light for the safety of the steamers and shipping, subject to the approval of the Trinity House. The construction of it has arisen from the insufficiency for the traffic of the piers at present in existence at Gravesend, during the summer months and other portions of the year, when the traffic is estimated at about 100,000 passengers. The present wooden pier is to be removed, and it is expected that the new structure will be completed and opened to the public in the ensuing summer.

MISS ATHERTON'S CHURCH, MANCHESTER.—Dedicated to the Holy Trinity.—A testimonial of respect to Mr. James Evans, clerk of the works to Messrs. Scott & Moffatt, architects, London, from whose plans he has so ably carried out this noble structure, was this day presented by the foundress and trustees with a very handsome and richly chased "silver cup," on which is the following inscription:—"Presented to James Evans, the superintendent of the erection of the Holy Trinity Church, Manchester, by Eleanor Atherton, the foundress, and the Hon. and Very Rev. W. Herbert, LL.D., the dean; the Rev. J. Gatliff, A.M.; and the Rev. C. D. Wray, A.M.; and the Rev. O. Sergeant, A.M.; and the Rev. R. Parkinson, B.D., canons of Manchester, and trustees of the said church, 1843.—A testimonial of their approbation."—*Correspondent.*

We have already stated that Mr. Cubitt, the engineer, who was charged with the survey of the country between Boulogne and Amiens, with a view to the formation of a railroad between those towns, has sent in his report, and that it is highly favourable to the project. The mayor and municipality of Boulogne have just published this report, and appended to it some documents shewing the increasing importance of Boulogne, and the claims which it has to a railroad, as being the most direct point of communication with England. Amongst these documents is a long table of arrivals and departures, from which we find, that in the months of August, September, and October last, of the travellers who arrived at or left Boulogne and Calais, the former had 78 per cent., and the latter only 22 per cent., and that the opening of the Folkestone Railroad has increased this advantage in favour of Boulogne 6 per cent. In another document it is shewn that the Customs duties at Boulogne for the first ten months of 1843 were 1,595,670*f.*, whereas at Calais, in the same period, they were only 1,044,985*f.*—*Boulogne Gazette.*

FRENCH AQUEDUCT.—Louis XIV. began an aqueduct in the year 1684, near Maintenon, to be the means of conveying water to Versailles; but the works were abandoned in 1688. When completed, this would have been the largest aqueduct in the world, the whole length being 60,000 fathoms, the bridge being 2,070 fathoms in length, 220 feet high, and consisting of 632 arches.

The Provisional Government of Hayti has sent an agent to England, to endeavour to form companies for working the mines and clearing the forests of that country.

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